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PART I.

IMPORTANT GOVERNMENT ORDERS.

LOCAL AND LEGISLATIVE SECRETARIAT.

The Kadur-Chikmagalur Railway.

READ—

Letter No. 488—L. B. 24-25, dated the 16th March 1925, from the Deputy Commissioner and President, District Board, Kadur District, forwarding copy of the resolution of the District Board, passed at their meeting held on the 5th February 1925, to the effect that Government may be moved to direct the construction of the Kadur-Chikmagalur Railway Line, the Government making a grant to the District Board of half the cost of the line, the remaining half being found by the District Board and stating that the Sub-Committee of the District Board who went into the question fully is of opinion that the cost of the line which was estimated at Rs. 29,09,958 for a metre gauge line of 28·2 miles may be reduced by Rs. 5 lakhs owing to the fall in the price of iron and other materials, by substituting lighter rails and by practising economy in other directions.

Correspondence ending with letter No. 488—L. B. 24-25, dated 26th November 1925, from the President, District Board, Kadur District, forwarding copy of the resolution of the Board passed at their meeting held on 24th November 1925, accepting the offer of the Government to construct the Kadur-Chikmagalur Railway Line as a Government concern and agreeing to pay the accumulated Railway Cess and to levy and pay Railway Cess for 25 years and requesting that, if the line proves a profitable one, the net earnings together with the accumulated Railway Cess now handed over to the Government, should be utilised for continuing the line towards Mudgere, Bale-Honnur and Koppa, the Government spending on the undertaking as much additional sum as the finances of the State permit.

ORDER NO. L. 5728-31—L. B. 113-24-4, DATED 20TH FEBRUARY 1926.

The question of the construction of a Railway line from Kadur to Chikmagalur has been urged on the attention of the Government for the past 25 years. With a view to enable a fund being built up to meet the cost of this line, the District Board have been levying a Railway Cess of 6 pies in the rupee since the year 1916-17. The

realisations by means of the Railway Cess at the credit of the District Board with the accumulated interest thereon at the end of June 1924, was Rs. 3,84,614 and the amount is expected to be Rs. 5,10,000 by the end of June 1926. The District Board have offered to allow the accumulated balance of the Railway Cess Fund at their credit to be utilised towards the construction of the line and provide the balance upto a limit of half the expenditure by raising a debenture loan, the other half of the cost being given as a grant by Government. The Secretary to Government, in the Railway Department who was consulted in the matter states that the total cost of the line inclusive of the rolling stock would be Rs. 22,15,173 and without the rolling stock Rs. 18,69,332 for a metre gauge line. The line is expected to yield a net revenue of about Rs. 20,000 and the annual realisations from the Railway Cess amounts to Rs. 56,000 and both these sums come approximately to about Rs. 75,000. As the District Board have already about Rs. 5 lakhs at their credit, another Rs. 14 lakhs will be required to meet the balance of the cost of the line without the rolling stock.

The Railway Secretary is of opinion that it will be more economical to transfer the working of the line after construction to the Madras and Southern Mahratta Railway, who charge a hire of 5 per cent on the gross receipts of rolling stock so long as they continue to work the Kadur-Bangalore Line, as in that case it would be unnecessary to buy additional rolling stock and in this way the capital cost will be reduced by nearly Rs. 4 lakhs.

There is at present no uniformity as to the conditions on which the District Boards are allowed to take part in the construction of railway lines in the State. The Government of India having recently abolished the system of having separate branch lines constructed by independent local agencies, Government proposed to the District Board that they would construct the Railway as a Government line, on condition that the Board agreed to pay the Government the accumulated surplus of the Railway Cess to meet part of the cost of construction and to continue to levy the cess and make it over to Government to meet the losses in working, for a period of 25 years. The District Board accepted the offer of Government with the proposal that should the railway work at a profit, the net earnings together with the accumulated railway Cess now handed over to Government should be utilised for continuing the line towards Mudgere, Bale-Honnur and Koppa. It is not possible for Government to commit themselves at this stage as to the particular directions in which further extensions of railway lines will be undertaken. Government are however, pleased to direct that the proposal of the District Board may be accepted with the modification that in case the line gives any surplus profit after meeting interest charges on the capital contributed by Government, these may be utilised for further railway development in the District.

The District Board should make suitable arrangements to place the Railway Cess Fund at the credit of the Railway Department as soon as arrangements are made for commencement of construction.

The Railway Agent is requested to submit a complete project with detailed estimate at an early date for the sanction of Government.

B. NAGAPPA,
Secretary to Government,
Local and Legislative Departments.

REVENUE SECRETARIAT.

Report of the Committee for the reduction of assessment on Malnad Gardens.

READ—

The marginally noted *Resolution No. 10, moved at the Dasara Session of the Representative Assembly in October 1924, by Mr. B. Gopalachar, regarding reduction of assessment on bagayet lands in the Malnad.

* That this assembly recommends to the Government of His Highness the Maharaja of Mysore that in view of the large expenditure that will have to be incurred by owners of lands in the Malnad to repair the damages caused by the recent floods and rains in the State, the kandayam payable on bagayet lands in the Malnad be fixed at a maximum of Rs. 10 per acre.

2. Government Order No. R. 7137-42—L. R. 148-24-25, dated 29th May 1925, appointing a Committee to consider the question raised in the above resolution and submit a report thereon to Government.

3. Letter No. C. 3640—24-25, dated the 5th January 1926, from the Revenue Commissioner in Mysore, forwarding a report of the proceedings of the Committee referred in the Government Order read above.

*(Printed in extenso as annexure together with the enclosures.)